weeks general discussion at the last session, but if
the Democrats demand more time they will probably get it, and the Republicans will remain sient
until their opponents have exhausted themselves
and the patience of their countrymen.

It will be observed that the cancus derived its
tone from the Republican members of the Ways and
Means Committee mainly, and that they were able
to make a very fair showing for their bill. Nominally, at least, it has been accepted as an authoritative expression of the Republican party in the
House on the tariff question. "But after all it was a
'tenderfoot' cancus," remarked a cynical Western
Republican. Such may turn out to be the case, unless
unreasonable Democratic opposition shall solidify
Republican elements which now repulse each other.

In conversation with a Tribune correspondent
to-day, one of the most sagactous leaders in the
Republican party said: "I do not believe it is good
poing to spend your time in setting traps for your
adversaries. It is a business necessity as well as a
party necessity that there should be a tariff revision by this Congress. Of course there are objections to the bill reported by the Ways and Means
Committee. There is a strong feeling that FennSylvania, and pechaps Ohio, interests have been

vision by this Congress. Of course there are objections to the bill reported by the Ways and Means Committee. There is a strong feeling that Fennsylvania, and perhaps Ohio, interests have been taken care of at the expense of the other States. Another thing: Congress is being pushed to the wall and buildozed by Free Trade sentiment created by the Free Trade press, which the Protection nowspapers do not seem to care to counteract. There is undoubtedly a general public demand for tariff revision; but as soon as it comes down to particulars, every Congressman is beset by his constituents to look out for this or that interest. He is impressed with the idea that he must represent the views of his constituents in such matters before and above everything else, and feels that he can afford to help hold things as they now are, although in the end he is defeated. He will do this because he is made to believe that a reduction now means inevitable and immediate destruction to the interests of his constituents, while nothing worse can happen in any event. Again, some feel that if they can 'go into court,' ofter amendments and discuss them, even if they are defeated, they will be able to justify a vote for the bill. A good deal of mischiet is being done by some of the tariff reform and free trade newspapers also, which, in my opinion, might be constructed by fair and judicious treatment of the questions by those papers which favor the protection of American industry."

This Representative expressed the belief that nothing in the way of tariff revision will be accom-

questions by those papers which favor the protection of American industry."

This Representative expressed the belief that nothing in the way of tariff revision will be accomplished at this session, but the conversation took place belore the caucus was held.

Mr. Farwell, of Illinois, said: "We are very liberal on these questions and are willing to accept anything that is fair, but some of the things the Ways and Means Committee ask us to consent to are not fair. For example, there is steel in the form of blooms out of which our wire fencing is mate; they have added one-half a cent a pound to that. Now our Legislature instructed us by an almost unanimous vote to oppose the McKinley bill, which contained the same proposition. We shalf insist on our right to offer and vote for amendments, and we shalf in the end probably vote for the bill if we can."

Mr. Dingley said that while some of the reduc-Mr. Dingley said that while some of the features it one proposed were not so great as he desired be would vote for the bill as an entirety. He added:
"It there were a Republican majority in the next House I would be willing to let the matter go over

with the hope of getting larger reductions."

Mr. Mackey, of South Carolina, said: "What we want in South Carolina is the highest positive duty on rice, and the lowest possible duty on cotion ties, but I shall vote for the bill because I believe in the

principle of protection."

Itali an hour before the caucus begin, Mr. Anderson, of Kansas, sain: "The question of protection is not involved. I believe in protecting Amerition is not involved. I believe in protecting American labor against the cheap labor of Europe and Asia—that is all right. But first of all I want to look at this bill as a half-million American farmers look at it. When it comes to a decision as to what the rate of duty shall be on any parameter article or senedule, I believe it is the right and duty of every Representative to reflect the views and wishes of his own constituents."

Some of the Greenback Representatives held a chimney-corner cauens on the tariff and other questions.

chimney-corner caucus on the tariff and other ques-tions this evening. It is reported that they were unable to agree to oppose or support the Tariff oil,

THE PROPOSED POSTAL NOTE. IBY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, Jan. 19 .- senator Hill, of the Senate Post Office Committee, has made a report on the proposed postal note for sums of less than \$5. which urges that the Senate take early favorable action in order that the Department may make arrangements for issuing the notes on or about July 1, the beginning of the new fiscal year. A fac-simile of the proposed note is printed with the report. It is about as large as a greenback, is to be issued for a fee of three cents without written application, and made payable to bearer. Alteration of the amount is to be prevented by a system of punching in the style of long-distance railroad tickets. The committee believes that the convenience of this method of making small remittances would more than compensate for the diminished security as compared with the present money order. An extract is given from last annual report of the Postmaster-General in England, giving the result of one year's trial of postal orders substantially the same as the proposed notes. No less than 4,462,920 postal orders, amounting to £2,008,917, were issued. The average time they were in circulation was six days, slowing that there was no foundation for the idea that they would be used as currency.

THE YELLOWSTONE PARK PRIVILEGES. [BY TELEGRAPH TO THE TRIBUSE.] WASHINGTON, Jac. 19.—Some correspondence

sent to the Senate to-day throws a little light on the amounts which the Yellowstone Park speculators have been counting on making. letter from James S. Brisbin to Congressman Belford complains that he has been granted only the privilege of running one steamboat on the Yellowstone Lake, instead of adding to the number, as he desired. In his letter, which is dated late in September, he says that the Rufus Hatch syndicate claim that their lease gives them the right to put on all additional boats. He urges Congressman Belford to adjust the matter for him with Secretary Teller, saving that the number of visitors next year will be 30,000, and thereafter will be 100,000 annually, and that the privilege of navigating the Yellowstone Lake for ten years will be worth one million dollars. He attacks Assistant-Secretary Joslyn for having allowed the Rafus Hatch Combination to "nog" the whole Park.

ADVERSE TO MAJOR RENO.

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Jan. 19 .- The report of the Senate Committee on Military Affairs upon the bill to reinstate Major Reno in the Army is unanimously unfavorable. The committee simply give as the basis of their action the record of the two courts martial show-ing that Major Reno was found guilty on almost every charge in connection with his insults to the wife of an officer in his regiment, and his attempts wife of an officer in his regiment, and his attempts to defame her character in revenge for her resentment of them; also that he was found guilty on charges of personal misbehavior after his sentence of two years suspension had expired, and that he was finally sentenced to be dismissed from the

FATALITY AMONG CONGRESSMEN. WASHINGTON, Jan. 19 .- The mortality in the XLVIIth Congress has been singularly large. M. P. O'Connor, who was declared elected from the Hd South Carolina District, died before the Congress assembled. During the first session there died Mr. Allen, of Missouri, General Hawk, of Illinois, and Judge Smith, of Alabama, who was declared after his death to have been entitled to a seat by the unseating of Mr. Shelley. Later, Mr. Lowe, of Alabama, and Senator Hill, of Later, Mr. Lowe, of Alabama, and Senator Hill, of Georgia, died. Mr. Undegraff, of Ohio, died just before the reassembling of Congress and was buried on the opening day. Since then Mr. Orth, of Indiana, and Mr. Shackelford, of North Carolina, have followed, making nine in all, if Judge Smith if counted as a member. Mr. Herndon, of Alabama, is said to be nearly if not quite in a dying condition with consumption, and it was stated by some members to-day that he could not survive long.

NAVY YARDS TO BE CLOSED.

[GENERAL PRESS DISPATCH.] WASHINGTON, Jan. 19 .- Inquiry as to the probability of the closing of any of the Navy Yards leads to the certain con-clusion that on March 31 all the Navy Yards will be closed except those at New-York, Norfolk, Washington and Mare Island, owing to a deficiency of appropriations for their maintenance, under the Naval Appropriation act of August 5, 1882.

CONFERENCE OF GREENBACKERS. Washington, Jan. 19.—The Greenback members of Congress held a conference at Willard's Hotel this evening. A committee, consisting of Representatives Rice, of Missouri; Brumm, of Pennsylvania; Jones, of Texas, and Ladd, of Maine, was appointed to prepare an address and report to a future meeting. All agreed that the principles and organization of the party

should be preserved, as all signs point to a financial panic in the near future, when the principles they advocate will be understood and appreciated by the people.

DISCUSSING TWO-CENT POSTAGE.

WASHINGTON, Jan. 19 .- In the Senate to-day the Post Office Appropriation bill was taken up. Mr. Maney doubted the propriety of the change of time recommended by the Senate Committee for putting into effect the reduction of letter postage to two cents. The object of the House in fixing on January 1, 1834, was to give time to get ril of the threacent stamps now on hand. This object would be defeated by making the hand. This object would be defeated by making the change six months earlier. The time fixed by the House would also give the Department a better opportunity to prepare for the dicit which the reduction would be almost certain to produce. Mr. Plumb said the three-cent stamps could be used to pay the larger postal charges. He doubted whether even a temporary defleit would result from the coange. Mr. Plumb had heard of no demand for the proposed reduction outside of Congress and certain newspapers, and he believed the change was prem ture. The additional charge of one cent on drop letters in effics having free delivery was a real burden which ought to be removed. The frequency of mails ought to be increased. The telegraph was now the rich man's mail, but the people would soon demand that it be brought within the reach of all. It was not easy to understand how the Government, which boasted of its progressive spirit, should be content to use the slow railroad and steambout for the transmission of messages, leaving the telegraph in the hands of substantially a single corporation. Gentlemen who were disposed to make war upon monopolies ought to turn their attention to this, the greatest in the world in proportion to its capital. His receipts last year were \$17,000,000; its acknowledged profits \$7,000,000—more tian 40 per cent of its receipts; and Hs real profits, no one knew how much. And its present profits were trifling in comparison with those anticipated by its president, who estimated that by 1885 they would amout to \$16,000,000. The transmission of hearts and messages was a Government function, which ought never to have been allowed to go into private hands, and Congress should take steps before the coming storm to pass the telegraph system of the country into the hands of the Government.

After remarks by Messrs, Hawley, Plumb and Hoar, Mr. Lapham offered an amendment, which was ruled out, providing that the postage on flower seeds should be half a cent an ounce. change six months earlier. The time fixed by the

THE TARIFF BILL IN THE SENATE, Washington, Jan. 19.-The consideration of the Tariff bill was continued in the Senate to-day, the question being on Mr. Miller's amendment making the duty on filled bottles 112 cents a pound instead of 30 per cent ad valorem, as in the bill. Mr. Beck said he thought this was a small business, and he was sorry to see the Senators from the great State of New-York engaged, one of them trying to tax flowing springs and the other in trying to tax old empty buttles

for the protection of somebody.

There was cuce a Senator from that State who, he thought, could not have been made to engage in such a

Mr. Miller said this glass industry was undoubtedly a Mr. Miler said this glass industry was unnoncedly a small one compared with some others, but it was the small interests that required attention. The larger ones, the iron, the cotton, and the wool industries, had great National organizations by which they were enabled to impress their views on Congress, but the small industries had no such means of protecting but the small industries had no such means of protecting themselves. New-York was filled with these small manufacturing industries. The last census showed that the city of New-York was the greatest anouncetaring city in America, yet she had not a collon mill, a blast furnace of a rollong mill within her berders. Her manufactories were small but lacy employed more man a quarter of a million of people, and other small industries were found all through the state. If the glass factories were broken down they would harow \$0.000 people out of employment and deptive 20,000 of their means of livelihood. He was in favor of such a tariff upon every manufactured article which could be properly produced in this country as would camble the hadustry to live and turive and pay its operatives the present high rate of wages. He would oppose any provesition to reduce dation below this point, whether coming from the Finance Committee or any other source. He knew that this proposition would be thorough approved by the people of New-Yors.

The amendment was lost—ayes 26, noes 27—and the duty was left at 30 per cent at valorous.

An amendment by Mr. Harrison, fixing the duty on reigh plate-guess at the same rate as in the present tariff, was adopted.

CONGRESSIONAL TOPICS IN BRIEF.

Washington, Jan. 19 .- In the Senate to-day Mr. Harrison reported, from the Committee on Territo-Permitory, to fund its repudlated railroad indebtedness in new bonds. The bill represents the wishes of the del egation from Dakota recently here to endeavor to pro-cure such action by Congress as will enable the Terri-tory to relieve inself from the disgrame of repudiation by the principal county, as a prehainary to asking admi-In the House, Mr. Moore, of Tennessee, introduced a

point resolution proposing his Consiliutional amondment in reference to the obligations of States of the Union. The resolution was referred to the Committee on the

The resolution provides for the rescinding of Article XI of the Constitution, and gives Congress power to provide by legislation for the enforcement of the obligation of contracts entered into by any of the States of the Union.

REDEMPTION OF STOLEN BONDS. WASHINGTON, Jan. 19 .- The Senate bill directing the Secretary of the Treasury to redeem five bonds alleged to have been stolen from Robert Stodart tid and subsequently destroyed by the thieves, having dent for his consideration, has been allowed to become a law by lapse of time, but the President improves the apportunity presented by this act to express to the senate his disapproval of this class of legislation in the Senate his disapproval of this class of legislation in the following words: "I have carefully considered the provisions of senate bill No. 561, entitled, 'a bill for the relief of Robert Stodart Wild." I am of the opinion that the general statute is sufficiently liberal to provide relief in all proper class of desirey so United States bonds, and I believe that the act above referred to constitutes an evil precedent. It is not, however, so objectionable as to call for my formal disapproval and I have allowed it to accome a law moder the constitutional provision, contenting myself with communicating to the Senate, in white the oil originated, my disapproval of special legislation of this character."

STATISTICS OF THE EXPORT TRADE. WASHINGTON, Jan. 19 .- The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions, tallow and dairy prodacts for the month of December, 1882, and the twelve months ended December 31, 1882; also of the pro-visions and tallow for the two months and of dairy products for the eight months ended December 31, 1882, as compared with like experts in corresponding periods of the preceding year, were as follows:

THE STAR ROUTE TRIAL.

WASHINGTON, Jan. 19 .- In the Star route trial to-day Joan M. Major, a sub-contractor on the route from Redding to Alturas, Cal., testified that he carried passengers in addition to the mails, making the trip in sixty hours in winter and forty-two hours in summer, although the original contract schedule was summer, although the original contract schedule was 108 hours. The defence made an ineffectual effort to have this testimony excluded. James McCormick, postmaster at Redding, Cal., testified to the time occupied in making the trip over the route. Counsel became engaged in a controversy over a paper, which ended only when the Court said with some warmth: "I will not hear another word on the subject. I shall interpose with physical force to arrest this disorder."

> WASHINGTON NOTES. WASHINGTON, Friday, Jan. 19, 1883.

The Controller of the Currency has authorized the Fort Plain National Bank, of Fort Plain, N. Y., to commence business with a capital of \$200,000.

The House Committee on Elections heard arguments to-day in the Sessinghaus-Frost case on the validity of the registration laws of Missouri. No decison was reached.

The Board of Supervising Inspectors of Steam Vessels to-day referred the application of the Pittsburg pilots or the alteration of signals to the committee on pilot ules for Western rivers.

Frank E. Shaw was to-day indicted by the Grand Jury on a charge of endeavoring corruptly to influence Ed-win D. Doniphan, a juror in the first Star Route trial, by offering him a large sum of money to favor Stephen W.

All the members of the Cabinet were present at the meeting to-day. The session was short. The proposed Mexican treaty was the only question of importance considered. The vacant district commissionership was

It is said at the Interior Department that the decision in the case of Pheips against the Northern Pacific Railroad has been misconstrued, and that it was not therein held that lands withdrawn by railroads under their grants are open to settlement at any time before the filing of the map of definite location.

The funeral services of Representative John W.

Shackleford, of North Carolina, were held this morning at his lodgings in Q. st., and were conducted by the Rev. F. W. Power, Chaplain of the House of Representatives. The remains were sent to Richlands, N. C., where the in-terment will be made. Mr. Herschel, member of the Board of Railroad Com-

missioners of the State of Massachusetts, was examined by the Special Mississippi River Committee this morning. The plans, theories and work of the Mississippi River Commission were approved by him and their labors given his emphatic approval.

The Treasury Department has been informed that T. M. Hurst has deposited with the First National Bank of Nashville, Tenn., to the credit of the Treasurer of the

United States on account of the Conscience Fund, the sum of \$200, recently received by hen from an anonymous source and which he had withheld.

The National Board of Trade to-day adopted a rese ution recommending such action by Congress as may be necessary to provide for the giving notice by the

President, as early as practicable, of the intended abrogation of the existing, so called, reciprocity treaty between the United States and the Hawaiian islands.

The French and American Claims Commission to-day made an award in favor of Sazerac de Forge against the United States of \$10,500, with interest at 5 per cent from the time of the war. This was a claim for dutipaid to the Confederate Government and afterward demanded by the United States Government, and also for about twelve hundred gallons of brandy seized and used by the United States Government.

THE ARMY AND NAVY.

Washington, Jan. 19 .- Second Lieutenant Charles B. Vogdes, 1st Infantry, now on leave of ab-sence at Brooklyn, N. Y., has been ordered to report in person to the Superintendent of the General Recruiting Service, New-York City, to conduct a detachment of recruits to the Department of Arizona. On the complette

of this duty he will join his company, Licutenant William H. Furner has been ordered to the Navai Academy. Lieutenant John G. Abbott has reported his return from the Pensacola and has been placed on walting orders. Ensign L. K. Reynolds has been dewaiting orders. Ensign L. K. Reynolds has been detached from the Coast Survey and granted three months' leave. Passed Assistant Engineer George W. Stivers and Cadet Engineers W. G. Smith and Albert O. Young from the Pensacoia and placed on waiting orders.

A telegram to the Secretary of the Navy from Vallejo, Cal., reports that the repairs on the Wachusett are completed. She is in charge of her officers and will be ready for sea to-morrow. The training soip Jamesiown sailed from Boston yesterday afternoon for a cruise in the West Indies. The Portsmouth will follow to-morrow.

No one has yet been selected to succeed Rear Admiral Clitz in the command of the Asiatic station. It is settled, however, that Rear Admiral Bryson will not be ordered there, as was originally intended, but that a Commodore will be ordered to that duty.

COLORED MURDERERS HANGED.

Washington, Jan. 19.-Charles Shaw, iegro boy, was hanged to day for the murder of his ster, Susan Ann Carter. Shaw had occupied Cell No. 3, the one used by Guiteau as his office. He walked from it to the scaffold with a firm step. Red Cloud, the Sionx chief, witnessed the hanging from a window of a cell overlooking the gallows.

BELAIR, Harford County, Md., Jan. 19.-Arthur Preston, colored, age twenty-one, was hanged lare to day for the murder of his mistress, Mary Dorsey, on April 12.

THE FIRE RECORD.

CHARGED WITH FIRING HIS OWN BOAT. A fire was discovered about 3 o'clock Thursmorning in the tug boat William H. Payne, which was lying temporarily near the Scranton dock at the foot f Hudson-st., Jersey City. The Fire Department was called out, but could not render any efficient service, as it was difficult to reach the boat. The United States revenue cutter Grant, which was in the vicinity and which is fitted up with all the facilities for extinguishing fires, directed several streams of water on the flames. The fire was soon under control. The damage to the tug-boat amounted to about \$400. Some suspicious cir comstances in connection with the fire attracted the commissiones in connection with the fire attracted the attention of the watchman on the Scranton dock and he informed Poternam Finley. The policeman made an examination and discovered that oil had been poured on the floor and sides of the pilot-house, and two blankers saturated with oil were found floating in the water by the side of the boat. Officer Finley also found Grafton N. Milliken, the captain of the boat, lying in his berthuilly dressed, with the exception of his boots, and apparently asseer, although only a short time had clanced since the Bre. No one saw the captain while it was burning. The officer arrested him on a coarge of setting fre to the boat and he was held in \$3,000 unit to appear for examination to-day.

FLAMES ENCIRCLING BOTH STAIRS.

Flames were discovered at 1:30 a. m. yesterday in the basement of the Grenobi-apartment house at neventh-ave, and Fifty-seventh-st., an eight-story buildmg, which is unfinished and unoccupied. John Schrae der, the engineer, and two watermen were in the build ing when the fire started. The flames spread among some barrels of shavings in the basement and mounted through two elevator shafts to the roof. The firemen soon extinguished the fismes in the basement, but it took them a long time to put out the fire which smoul took them a long time to put out the fire which smoul dered between the brick walls and the plaster. It was said that the damage by the flames would exceed \$10,000. The building is owned by William Noble. It was creeted at a cost of \$600,000, and the insurance on it is about \$300,000. The fire is believed to have been caused by excelessness of one of the watenmen.

Fire Commissioner Van Cott and Fire Marshal Sheldon visited the building yesteriay. They said that the two stars is the building were built about the clerator shafts, so that escape from the upper floors would be impossible in case of a similar fire when the omiding was occupied. There are no fire-escapes. Inspector Esterbrook said that he would have the building examined immediately.

A fire in the Kings County Hospital for Incurable Insane, in Carkson-st., Flutbush, L. I., endangered the lives of fifty innaites Thursday morning. A night nurse, Michael McIntyre, while making his rounds the second floor into the hall. He gave the miarm, summoning Medical Superintendent Woodside and six nurses. Half of them set at work to putout the fire and the others to remove the insane patients in the ward. An alarm was also sent to the Flatou-h Fire Department. The was also sent to the Flatonen Fire bepartment. The hose in the building was put to use and, there being plenty of water, the fire was speedily subdited, and the tiremen were not needed before their arrival. Much difficulty was experienced in earling the patents out of their rooms to a place of safety. Many had to be carried out in the arms of the nurses. The fire is believed to have been caused by the accumulation of reline around the radiator used to heat the room where it broke out,

FLAMES NEAR THE ASTOR HOUSE. Fire suddenly burst through the roof of the live-story murble building at No. 10 Barelay-st. about 8 p. m. yesterday. The flames shot far up in the air, fotwed by clouds of smoke. As the building adjoins the Astor House on the Barclay-at. side, it looked at first as If that hotel was burning, and there was great excite large force of engines and men. The firemen soon bad large force of engines and men. The firemen soon has the fiames under control. The fire originated on the to floor, occapied by E. G. Eldeour, a publisher. His stock was damaged \$3,000. On the second floor, W.Y. Edwards, Storage, sustained a loss of \$3,000. J. C. Todd, a dealer in macainery, on the first floor, lost \$500. The building was damaged \$3,000. The cause of the fire is unknown.

NARROW ESCAPES IN MOOREHEAD, MINN. MOOREHEAD, Minn., Jan. 19 .- The Key City Block, watch cost \$40,000, was burned to the ground early this morning. There were forty persons in the block, but all managed to get out safely, though many had narrow escapes. Several merchants lost their en-tire stock, on which there was little or no insurance. The building was owned, by Burns & Pievis, and insured

HEAVY LOSS IN PORTLAND, ORE.

SAN FRANCISCO, Jan. 19 .- A Portland, Ore. lispatch says that a fire broke out at 4 o'clock this morning in Corbett & McLeay's wholesale greecry house, and destroyed it. The stores of Knapp, Burrell & Co. on the south and Fleischer, Mayer & Co. on the north were damaged by smoke and water. Corbett & McLeny's loss is \$170,000; insurance, \$140,000.

ADVICE TO YOUNG MEN BY MR. BUR. DETTE

Robert J. Burdette, of The Burlington Hackeye, delivered a lecture entitled "Advice to a Young Man," at Association Hall last evening, before an audience which was limited only by the capacity of the house. The lecture, although an old one to Mr. Burdette, was a new one to most of his hearers. If rounds of applause and peals of laughter were indications of approval, Mr. Burdette was certainly success ful in his effort of last evening.

"I have had a great deal of advice," he said, "given

me by older people than myself. In many instances I know I would have been much wiser had I followed that advice. When a boy, I was told to keep away from the canvas of the circus tent, but I didn't. I am wiser now. Although a circus man's arm is not as swift as lightning, yet it is much likely to strike twice in the same place. Young men. you must be somebody to begin with. I don't mean by this that you must be born of some big family, for ancestry don't count for much in this country. If you have got the idea into your head that it does, you ought to be stuffed and set up in front of a cigar store. When have got the idea into your head that it does, you ought to be stuffed and set up in froat of a clear store. When the world wants you, my son, it will find you. It won't ask who your grandfather was, for it don't care. People soon forget the names of the ancestors of distinguished people in this country, I don't believe there is a sum present here to-night who can tell me the uame of Brigham Young's mother-in-law. [Laughter.] Make up your mind to do a great deal of hard work. It won't kill you. It's the intervals between work that kill people. It's after one of these 'intervals' that you wake up and find your hat four sizes too small and your coat several sizes too big. It's the recreation that kills. Oh, but it's only once in a while, you say—a very small matter. Well, although a bumble-bee is not as large as a dray-horse, you mustn't bandle him oarelessly. Then try to get acqualuted with yourself. A good many men diy without having seraped an acquaintance with themselves. If you are going to be honest from policy don't be honest at all. The kind of honesty that can be bought and sold isn't worth much. Don't believe that cheek is better than modesty or merit, because it isn't. If you never do anything eise in the world, marry. Don't be afraid your wife won't look after you. You'll find she will be able to do that to perfection." [Appleuse.]

RAILWAY INTELLIGENCE.

THE ELEVATED ROAD CONTROVERSY. N OFFER OF SETTLEMENT MADE YESTERDAY-PROGRESS OF THE NEGOTIATIONS.

The settlement of the long and bitter controversy octween the elevated railroad companies now de pends largely upon the decision of Jay Gould and his associates in the management of the Manhattan Railway Company. It is understood that the Metropolitan pool, of which Sylvester H. Kneeland is the head, made an offer of settlement yesterday. The persons who know the details of the proposed componise declined to make them public on the ground that the proposition might not be accepted. In a general way, the proposition of settlement makes the stocks of the New-York and the Metropolitan com panies equal according to the original agree-ment. The reduction of dividends from 10 to 6 per cent, guaranteed by the Manhartan Company, is seknowledged, but the dividends on the stocks of both companies are made cumulative. When the earnings of the Manhattan Company shall be more than enough to pay 6 per cent on its own stock, it is provided that the surplus shall be divided in certain proportions between the three ompanies. This proposition virtually make the stocks of the New-York and the Metropolitan Companies, which, under the merger agreement, are known as Manhattan first preferred and Manhattan preferred, equal in value. A similar offer was made by the other side some time ago, but the members by the other side some time ago, but the members of the Metropolitan pool then refused to accept it because of the original guarantee of 10 per cent divisiends by the Manhattan Company. They constantly asserted that the agreement of the directors of the three companies, by which the rate of the guaranteed dividends was reduced to 6 per cent, was not valid without the consent of the stockholders. As they controlled absolutely more than one-half of the Metropolitan stock, their consent was necessary to any ratification of the agreement by the stockholders of the three companies.

The negotiator of a settlement of the dispute which have been renewed lately have been brought to this point: that the leaders of the Metropolitan pool have proposed an equality between the New-York and Metropolitan stocks, beyond this oner, the negotiations had resulted in nothing yes-eriday. President Kneeland of the Metropolitan road denied last night that he had made any other of settlement. Some of his followers, who for several weeks have been urging a compromise, said that they knew nothing of the proposed settlement, but that the plan would be acceptable to them. Air, Kneeland is said to control about 20,000 shares of Metropolitan is said to control about 20,000 shares of Metropolitan is and to control about 20,000 shares of Metropolitan shoes and his fracias about as much mere. The capital of the company is \$6,500,000.

It is said that one of the reasons that has made Mr. Kneeland opposed to a settlement on any terms except the restoration of the property to the stockholders of the company is the fact that a favorable ofter for the Second Avenue line has been made by a railroad company which seeks to gain by it an intrasee into the city. Mr. Kneeland feth est to say from whom the city with the displacement of an intrasee into the city. of the Metropolitan pool then refused to accept it

CHARGES OF "CUTS" BY LACKAWANNA.

Numerous complaints have been submitted to Commissioner Fink in regard to the cutting of west bound freight rates by the New-York, Lackawanus and Western Railroad. The road was opened for active work about two mooths ago, and is said to be doing a good ger facilities have not been developed yet. The only western connection of the road with which it has made Hence its cast-bound outliness is comparatively insigning cant. The Grand Trunk carries east-bound freight over its own line to the sea-board, or delivers it at its Buffele terminus to the trunk lines with which it has entered into fast freight line agreements.

Commissioner Fink has had several interviews with

the officers of the Lackawanna in regard to the charges of cutting the established pool rates made to him against the road. The odicers of the new line have been noncommittal in their replies, but in some particular in stances they have denied that they have made as low a rate as that which they have been accused of making There are few of the trunk line officials who claim that hey can absolutely prove that the Lackawanna is cu ting. A prominent Broadway freight agent said yester day: "I can't say that I can prove the entiin rates that are charged; it is one of the mos difficult things in the world to do. But I am morally certain that the cuts are being made."

The west-bound schedule rates range from 75 cents
per 100 pounds for first-class, on the busis of the
New York and Chicago rate, to 35 cents for fourth-class.
The lowest rates reported against the Lackawanna range
from 60 to 35 certs. The brite road is an especial complainant, as it carries the bulk of singar westward, and
the Lackawanna has se used a particularly large share
of the sugar traffic. When taxed by Mr. Fink with making a 25-cent rate on sugar, which is rated as
fourth-class, the officials of the Lackawanna
recently denied that they not taken any submedia as
to low a figure. Agents of rivid lines express no doubt, recently desired that they used taken any subments a solow a figure. Agents or rivid lines express no doubt however, that a 28 and a 27 cent rate have been made allippers by the old established trunk these sections and it complaining of the advantages in rates offered by the new line to many of their number. The other lines however, assert that the facilities of the Lackswam are necessarily inferior to take of any establisher routes, and they claim to be strictly maintaining the pool rates. It is not expected that the Lackswams under any circumstances, will make any request for an inferior to the complities or to the Trunk Line Committee much it has secured enough business to warrant it in channing a share of considerable in portance.

RATES DISTURBED AT PEORIA.

There is some trouble in the passenger rates between Peoria and Chicago. Cuts under the regular fare nave been made by the Wabash, St. Louis and Paeific road in retails iton, it is claimed, for a recent reduc-tion by its opposents, the Bock Island and Chicago, Burlington and Quincy. It is dented in behalf of the two last named roads that they are responsible for the trouble. The disturbance is a small matter, except as regards the possibility of its extension so that it might affect through rates. There is no pool at Peoris, but there is an agreement to maintain rates on a tast under standing as to the natural distribution of the business The Burlington and Quincy's road between Peorla and micago is 190 miles long and it does only a smail part of the business. The Wabash is the shortest line-157 miles long—but its time is longer than that made by the Rock Island. The Rock Island's line is 161 miles long. Both the Wabash and the Burline is 101 mines out the same number of trains each way between the two cities. The Rock Island also has the advantage over the Wabash in being longer established. eadvantage over the values in being longer estab-lied. The fare between Peorla and Chicago is \$4.35. The

the fare between Chicago and New-York is \$20 by the Penn sylvania and the New-York Central, and \$18.50 by all the other lines. The fare from Peoria to New-York is \$27.35 for first-class unlimited and \$23.35 limited. This a combination of the local Peoria fare and the through the form of the local Peoria fare and the through a combination of the local Feoria fare and the throng rate from Chicago to New-York permits a "scalpine" of the through Peoria and New York fare, limited, of \$3 b the highest fare routes, and \$1 by the lowest fare lines it is this opportunity to "scalp" through rates white makes a possibly serious feature of the Peoria distury ance. It is claimed that the Wabash is entring from Peoria to other points besides Chicago, but this is denied by that road.

RIDICULING A PROJECT.

No information could be obtained here yes erday of the standing of the capitalists who are alleged to be back of the project of the New York and Bosto Inland Railroad. The claims made in its behalf, as ar unced from Boston, were characterized by railros men as "arrant nonsense." One prominent official estimated the cost of the "air line," if carried out according to the prospectus of its projectors, at between \$100,000, 000 and \$200,000,000. No trepidation was displayed by the officers of the New-York, New-Haven and Hartford Railroad. Vice-President Clark said, laughingly 'I don't think the road will be built this year. When it is finished we can talk about the time it can make. But we haven't decided to tear up our tracks. We think we

we haven't decided to tear up our tracks. We think we will need them for a while longer, and we believe our raise will sell better as old igon two or three years hence than they would now." Mr. Clark had no knowledge of the persons who are forwarding the scheme.

A well-known New-York Central officer said: "I con sider the scheme to be a humbug. Ex-Mayor Blood, the originator of the idea, has no financial standing. I have heard that he was disagreeably connected with financial irregularities in one of the Massachusetts roads some time ago. The company tried to enter Brookine a year ago, but its proper character was shown up at the time, and it could not get permission. The company then changed its route, and the same interests that defeated it before were not antagonized, and so did not oppose this last attempt to get into the town.

THE READING ROAD ON STATEN ISLAND. The Philadelphia and Reading Railway Company has filed in the Richmond County Clerk's Office a map of the route of its new road on Staten Island. The route is as follows: From Bound Brook, N. J., to Woodbridge; neross Staten Island Sound to the Brick Wharf; thence in a southeasterly direction, passing a quarter of a mile south of the Court House and meeting the States leland Raliway at Tyson's Crossing; thence along the west side of that road to a point near Garrettson's Sta west side of that road to a point hear Garretson's sta-tion, turning there off to the left and passing through Con-cord; tuence in an easterly direction, passing through the southerly part of Staplaten to the flats, where will be the terminus. It is proposed to use the road princi-pally for the transportation of coal. The water front between Stapleton and Tompkinsville to be occupied by the new route was purchased a short time ago by Samuel Barton, in behalf, it is said, of William H. Vanderbilt.

TO APPOINT A JOINT EMIGRANT AGENT. A short time ago the trunk-line railroads agreed to pool the emigrant business at this port. It was agreed that each line should maintain its own ticket was agreed that each line should maintain to own too-agent, but that the complete supervision of the affairs of the pool, the regulation of facilities and the protection of each road against any undue advantage possibly ob-tainable by its rivals should be put in the hands of a joint agent, to be named by Commissioner Fink with the approval of all the rough. A meeting of the general passenger agents will probably be held to-day, at which the appointee will be agreed upon. L. F.Booth, formerly connected with the Cheago and Northestwern road, is most prominently mentioned in connection with the position. The duties of the joint agent will begin on February 1.

READING ADJUSTMENT NEGOTIATIONS. PHILADELPHIA, Jan. 19 .- President Gowen s meeting with success with his Reading adjustment negotiations. The total amount of the various obligation so far tendered at the company's office for exchange represents a principal of \$5.612,674, exclusive of ac crued interest. All descriptions of obligations cited in the public tender made by the company have been pre-serted for exchange, except the Pickering Valley Rail-road Company's bonds.

AGAINST DISCRIMINATIONS.

HARRISBURG, Penn., Jan. 19 .- In the Hous o-day a bill was introduced to prevent unjust discrimi nation by railroads in the transportation of passengers and freight. The bill recognizes the distinction drawn by the Constitution between necessary discrimination and unjust discrimination and prohibits greater charges for a shorter than for a longer distance over the same road in the same direction for the same classes of freight.

TOPICS AT ALBANY.

LEGISLATION IN BOTH HOUSES.

HOW ELMIRA SEEKS IMMUNITY FROM DAMAGES-THE EDUCATION OF ROMAN CATHOLIC CHILDREN -THE NEW CAPITOL COMMISSION.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. ALBANY, Jan. 19 .- The city of Elmira seeks to avoid paying damages to such persons as may be in-jured while walking along its fil-kept streets. This novel attempt is aided by Assemblyman O'Connor, of Chemung County, who lives in Elmira. He introduced a bill as soon as the Legislature met relieving the city of liability for damages or injury sustained by any person in consequence of the errests being out of repair. The is one exception to this sweeping declaration, namely, that if the city authorities have received notice forty-eight hours previous to the accident that the street is in an unsafe condition, the damages may be collected. Any stranger in Eimira, however, could not be expected to be aware of such a law, and would therefore recklessly full into the open culverts or street exeavations. Mr. O'Connor's statement that the Mayor and Aldermen approved of the proposed law at one Assembly and Boynton, a hard-headed old lawyer from Essex County, took up the question. He was amazed at its contravention of all the rules of common law. Yesterday be accordingly preate. Mr. O'Connor objected to the consideration of the resolution. He then, it is to be suspected, went about among the Democrats of the Assembly telling them that Mr. Boynton, as a Republican, was jealous of his attempt to abolish the common law so far as the city of Eindra is concerned. Mr. Boynton is persistent. He again called up hts resolution to-day, but Mr. O'Combor appealed to his fellow Democrats for aid and the reso intion was detented. The Senate, therefore, is the sole obstacle to the bill reaching the Governor. The lawyers of the Legislature are cariously watching Lieutenant Governor Hill's course toward the bill. He is a is considered doubtful if he will use his influence to se cure the passage of such a bill.

The Roman Catholics of New-York, it seems, believe

that some children, of Roman Catholic parentage. in State institutions, are not receiving religious instruc-tion from Roman Catholic priests. The Western House of Retuge at Rochester they however, gives ample epportunity to the a view of obtaining from its managers statistics to bused in persuading the managers of other State this that them is polley, Semantor Grady introduced a resolution to-day, which was unanimously passed, requesting the Board of Managers of the Western House of Refage for Juvenile Delinquents, at Roch ester, to report to the Senato on the following points:

1. To what religious denomination do the boys and girls confined there, or then parents, so far as ascertained, belong, land how many inmates are there of each denomination respectively?

2. What are the present regulations in regard to religious services ield there on Sanday or other days, and is the stread-ince of immates at the same made obligatory, and to which?

3. How are the present regulations found to work!

4. Have the present regulations in regard to religious a view of obtaining from its managers statistics to be

33. How are the present regulations found to:
4. Have the present regulations in regard to
crylors always been maintained there! If
id the change take place! And what was it!
5. Has the change been beneficial or of did the change take place! And what was it?

5. Has the change been beneficial or otherwise! State particularly. Has it disturbed or in any way interfered with the discipline and good order of the institution or the observance of the rules and regulations, or the successful management of the institution 4. Mr. Van Alen, a Republican Member of the Assembly from New-York, offered a possiution providing for seasons of the Lectesiature on every day except sunday. If adopted, the resolution would prevent the maint adoptingment from Friday until Monday evening. Although the Democrats accurre, that they intended to have a short essential, one or metricaders, M. C. Murphy, opposed the ecoption of the resolution and persuaded the Assembly to table it.

woopiem of the resolution and persuaded the Assemoly to table it.

Sena or Jacobs introduced a bill suggested by Seth Low, the "reform" Mayor of Brook) in it abolishes the present count 6: Park Commissioners and authorizes Mayor Low to appoint one Commissioner to rule the operation timuli Fromary 1, 1884. The successor of this apposition with the property 1, 1884. The successor of Brookly a elected next fall.

The bil of the Society for the Prevention of Cruelty to Chilaren to prevent "bany-farming" was ordered to a third reading by the Societ to-day.

Several inflictual Democrais had a consultation last night about the New Capito Commission, which is now composed of the Attorney-General, the Canadaddition and the La dictaint Governor. They decided that it would be good party points to about a tals commission, and substitute for it a "single-modeled" one. In a few day, therefore, Mr. Cary, of Cartarangas Commo, with the consent of the Senare, a Capitol Commissioner in the place of the present Capitol Commissioner in the place of the present Capitol Commissioner.

REFORMING JUVENILE DELINQUENTS. ALBANY, Jan. 19 .- The report of the managers of the succesty for the Reformation of Javenne Delinquents in the City of New-York, presented in the senate to-day, shows the following number of children received into the House of defuge since his opening in 1825-20,624; number in the house on October 1, 1881, 719; received during the year, 775; total, 1,494. Iudentured and discharged during the year, 683; number remaining on October 1, 1882, 811.

The weekly average number during the year was 771.

The receipts during the year were as follows: From the State Controller, \$85,732 13; from the Board of Education, \$9,163 25; from labor, \$38,900 32; from theatre
flocuses, \$16,936 12; from sains of refuse articles,
\$359 61; foral, \$151,031 43. The payments for the
year entied september 30, 1882, aggregated \$155,435 21
of white \$33,921 78 was on account of extraordinary
expenses and indebtedness, and \$121,53 43 was for
maintenance, less \$59,554 85 of earnings. The net cost
per capin on an average of 771 was \$166 30.

Of Lose received sines October 1, 1881, to date, 560
were wide boys, 99 white girls, 45 colored boys, and 15
colored girls. The ages ranged from 6 to 18 years. State Controller, \$85,732 13; from the Board of Educa-

CONDITION OF THE ASTOR LIBRARY.

ALBANY, Jan. 19 .- The thirty-fourth annual eport of the Trustees of the Astor Library was presented the Senate to-day by Mr. Koch. It shows that there has been expended during the last year for books and binding the sum of \$18,200 35. The fund for the main tenance of the Library was \$431,500, and the endov ont fund amounts to \$1,345,816 48. The additions to a Library during the year amounted to 5,725 volumes, clusive of pamphiets. The total number of reagers during the year was 51,856. The books are insured for \$220,000, and the building for \$100,000. The income of the year was \$23,828 54, and the expenses for salaries, repairs, insurance, etc., were \$16,161 92.

A NEW-YORK SALESMAN KILLED.

A telegram was received yesterday from San Francisco by Bates, Reed & Cooley, announcing the death of S. E. Cannon, one of their salesmen, who was killed by the explosion of the steamer Josephine, near Scattle, W. T., but the telegram did not give any more information regarding the accident than was published in THE TRIBUNE yesterday. Mr. Reed said that Mr. Cannon had been in their employ for about two years, and was forty-five years old. He owned a farm valued at \$30,000 in Peckville, Lackawanna County, Penn., and was married. He left this oily for the West early last August. A gentleman who was in the store yesterday told Mr. Reed that he had travelled on some of the steamers of the line to which the wrecked Josephine belonged, and added that they were small, and that he had always considered them unsafe.

A THEATRICAL COMPANY'S ESCAPE.

The western-bound train on the Central Pacific road which was wrecked yesterday morning at Colfax, fifty miles east of Sacramento, bad on board a Madison Square Theatre Company on their way to fill an en gagement at Baldwin's Theatre, San Francisco. Accarding to the latest accounts none were injured. The company included Thomas Whiffen and his wife. Leslie Allen, Edward Buckley, Oakes Rose and Sidney Cowell. Late hast evening Mr. Frohman, of the Madison Square Theatre, had received no further news than an assur-ance of the company's safety.

THE CITY'S SUPPLY OF WATER

SUGGESTIONS AS TO INCREASING IT. THE USE OF SALT WATER ADVOCATED-MUCH OF CROTON WASTED. The commission associated with the Mayor in ex-

amining plans for an additional water supply for the city met again yesterday. A hearing was first given to Jackson S. Schultz, who said that the

average citizen, when asked what is the principal

danger to be apprehended in case of a short water

supply, would say at once, a large confiagration.

He did not think there was any danger of a lack of

water for culmary purposes or for preparing tea or

mixing toddy. The plan he was about to present had been pooh-poohea, but, nevertheless, he had faith in it. In the year 1869 the Board of Health employed William E. Worthen, 2 well-known civil engineer, to report on the use which could be made of the water of the North and East Rivers for washing the streets and for other purposes. He extended the scope of his investigation and finally formulated a plan for securing a high pressure of water. This plan was discussed by many gentlemen. One prominent capitalist was so convinced of the feasibility of the plan that he offered to put \$1,000,000 into a company if permission could be obtained from the Common Council to lay pipes under the streets. An unsuccessful effort was made to obtain the necessary franchise. It was estimated that each store and warehouse would pay from \$250 to \$300 for the privilege of using this system for hydraulic elevators. It had been stated that the Fire Underwriters objected to the use of salt water because in case of a fire salt water would destroy everything it touched. Mr. Schultz recollected, however, when, before 1842, nothing but salt water was used to extinguish fires. He believed that there was not much difference byween fresh and salt water in damaging goods. Mr. Schultz continued:
This scheme is entirely practicable. The little town of
Garden City has a better water supply than New-York.
It was proposed that there should be two systems—one
below and the other above Twenty-third-st. The estimate for each in 1869 was about \$2,000,000. But the
cost then would have been much greater than now.
Iron piping can be purchased now at one-half the price
then prevailing. This will make no difference to the
city, however. The plan included two pumping stations,
to cost \$200,000 cach. The streets will have to be torn
up, of course. This will cause inconvenience, but not
more than the steam-heating companies have caused.
The only objection to the plan comes from the Department of Public Works. I have visited the Croton River
and looked at the site of the proposed dam and reservoir. I can very doubtful about a dam 200 feet high.
The oressure on this would be very great, nor do I believe that water could be carried up over the route proposed except at very great expense. We have all seen
how clean and sweet the streets are after a heavy rain,
Wed, this same thing can be trought about two or three
times a week by the plan proposed. Objection is made
that the street dirt would be washed into the sewers and
thence into the slips at the sewer outlets. But this can
be dredged out at less expense than it now costs to remove the dirt from the streets. The supply of Croton
is now about fine-ty-three gallons daily for every man,
woman and child in this city. This should be ample. In
the etties of Earrope it has been shown that fifteen or
twenty gallons daily are sufficient for each inhabitant.

In response to questions by the commission, Mr.
Schultz said that sait water cand dot be used in water in damaging goods. Mr. Schultz continued:

Schultz said that sait water conid not be used in boilers, but that the corrosion of iron pipes by the use of sait water would not be a serious obstacle to use of sait water would not be a serious obstacle to their use.

Mr. Fotter said that he liked the plan and would be willing to take \$100,000 of the stock. He would do anything he could to aid in getting the scheme terough the Common Council or furthering, it in any other way. After Mr. Scheitz had gone out, Mr. Potter, addressing the other members of the commission, said that it was a question whether it would not be better to raise the present Croton Dam inteen or twenty feet or build a large and higher dam near the present one. There was no doubt that the city's water supply should be increased. He believed that the child had been born that would see New York a city of 6,000,000 or 7,000,000 insee New York a city of 6,000,000 or 7,000,000 in-habitants. When that time arrived the city would have to draw part of its water supply from Lake George and the Adirondacks. The new equeduet should be of large capacity so as to accommodate the increased supply that would be called for in

In response to questions by the commission, Mr

the fature.

C. H. Roosevelt advocated the merits of a new

C. H. Roosevelt advocated the merits of a new stop-cock, the invention of Engineer Church, at the Department of Public Works, the object of which was to prevent waste of the Croton.

Engineers Newton and Charch, of the Department of Public Works, were questioned as to the amount of waste. They place at at from 25 to 30 per cent, of the entire supply. This was due partly to negligence on the part of occupants of premises and partly to defective plumbing. In one block in Forty-ninth-at, an inspection showed that duing the night in each of twenty-one of the twenty-three houses there was a waste of from lifteen to thirty gallons per hour. In one case a waste of 110 gallons per hour was discovered. Mr. Potter strongly advocated the use of meters, as they inonicated economy in the use of the water. Mr. Newton said that this did not necessarily follow. The New-York Hospital had a meter, and yet it used 50,000 gallons of Croton water daily. This was an average of 300 gallons each for the immates when all the wards were full.

Mr. Potter mentioned the case of a leak from a

Mr. Potter mentioned the case of a leak from a pipe communicating with a store which he owns at Forty-second-st. and Broadway. It leaked a stream about two inches in size. He called the at-tention of the Department of Public Works to the matter, but it had never been looked after, and be was compelled to have a pipe placed to carry the commission adjourned to Monday at 2:30

DISMISSED BY POSTMASTER PEARSON.

Postmaster Pearson yesterday dismissed from files superintendent William M. Hengerty, of Sta-Postmaster Pearson yesterday dismissed from office superintendent William M. Heagerty, of Station A, for insubordination, discondinate of orders and making false reports. Superintendent William A. Syme was transferred from Station E to Station A. Superintendent ri. A. Wilder from Station H to Station E, Seperintendent Warren Caffrey from Station L to Station H, and Colef Clerk E. M. Morgan, of Station B, was made Superintendent of Paracol L. Branch L.

THE COURTS.

THE CHARTER OF THE MUTUAL UNION. Attorney-General Russell yesterday appeared efore Justice Barreit, in the Supreme Court, Chambers to argue the motion recently made by him for an order granting him leave to bring an action against the Musual Union Company to have its charter declared forfeited. He was assisted on the motion by E. C. James and Julian T. Davies, Mr. Davies began the argument in support of the motion. He said that the proposed action was based on the allegations that the company had, contrary to law, increased its stock from \$600,000 to \$10,000,000. The company had also issued bends to the amount of \$9,500,000, \$3,000,000 of which is had given to John G. Moore &Co., for the construction of its lines. Ex-Judge Green, for the company, read an affidavit of Charles F. P. ck, its secretary, in which the history of the company was set forth. He insisted that Jay Gould and William H. Cameron were both disqualified from being relators in the suit. Jay Gould in particular proposed to act as related on the ground that he was a stock holder, and in the next breath he declared that the stock which he held was fraudmently issued and had no legal existence. E. C. James, in reply to Judge Green, said that a prima facte case had been made out against the company, and that, therefore, leave

to Judge Green, said that a prima facie case and oses made out against the company, and that, therefore, leave should be granted to bring the suit. Robert Sewell, for the company, declared that the increase of the capital stock of the company was legal and valid. The company had no articles of association which limited its power in this respect.

Francis N. Bangs said that the relators, Gould and Cameron, did not own any of the original stock of the company. The only stock which they held had been bought with full knowledge of the increase, which was said to be so grave an offense against the law as to jostify the courts in declaring the company's clariter for himself, but for the Western Union Company, which was a rival of the Mutual Union Company, which was a rival of the Mutual Union Company, and which, true to its unvarying policy, was trying to destroy its rival. The Attorner-deneral in feely to Mr. Bangs, said that his action had been governed solely by the commands of duty. He had no personal interest whatever in the anti-the had not brought the action directly in the name of the people, because he wanted the public to know who were the real persons who were promoting if. The company had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an itegal manner, and had increased its capital stock in an

CIVIL NOTES. A dispute has arisen between Alderman P. J. Gleason, of Long Island City, and the stockholders of the Astoria and Hunter's Point Horse Rallroad, of which he is president. The stockholders have brought suit against the Alderman to recover rent which they aliege to be due from him to the company. He leased the read at a fixed rental, but the shareholders assert that he asse not paid any rent for four years.

Agnes Dowd recently began an action in the Court of Common Pleas against the Manhattan Railway Company, to recover \$5,000 as damages for injuries received by her while riding on the company's road. Size was thrown down by a sudden lurching of the car and seriously injured. The defence was that Mrs. Dowd was injured by her own negligence. The case was tried yeterday and the jury brought in a verdice for \$500 in favor of Mrs. Dowd.

John Galligan a short time ago began an action in the Superior Court against the New-York Con-cert Company to restrain it from maintaining or ececting a "bay window or eraumental porch" on its building